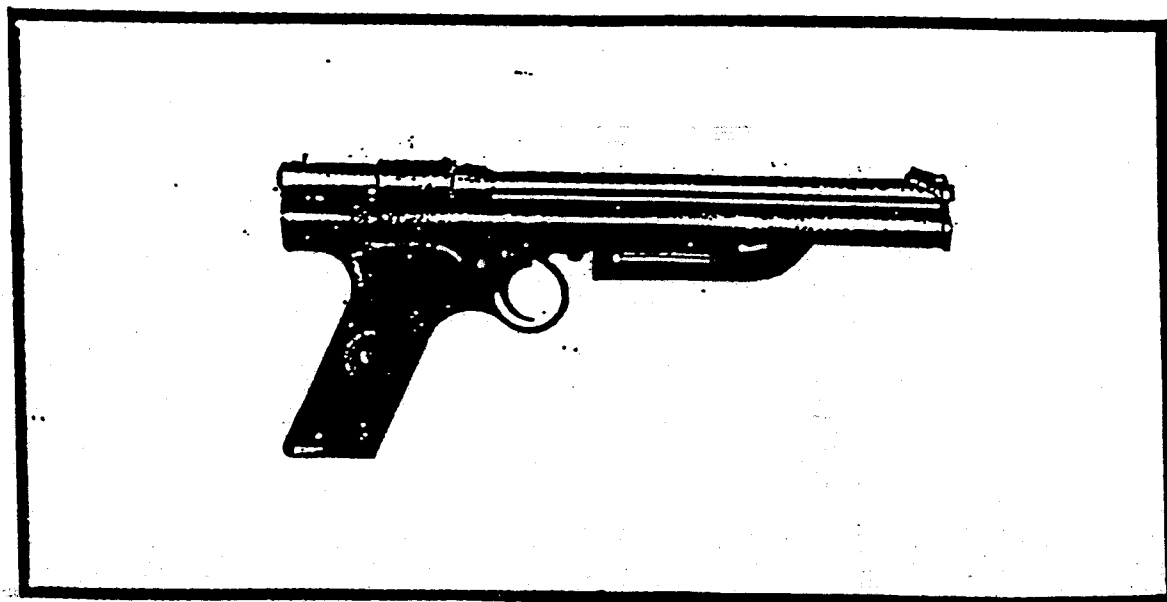


EXPLODED VIEW AND PARTS LIST

MODEL

130 — Self Cocking .22 cal.
Single Shot Pneumatic Pelgun
Pump Pistol (1953 to 1970)

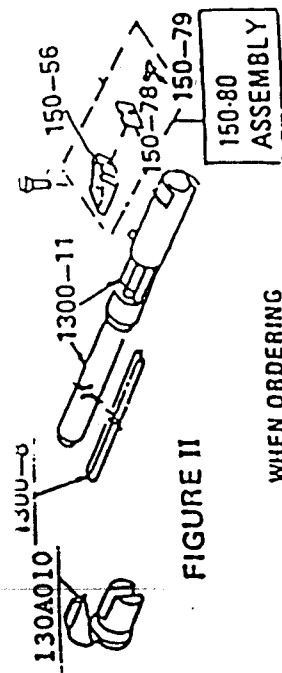


This manual is intended primarily as an informational guide in servicing Crosman products. It is not intended as instructional material and we therefore assume no responsibility for those who use same without proper factory training.

12/91

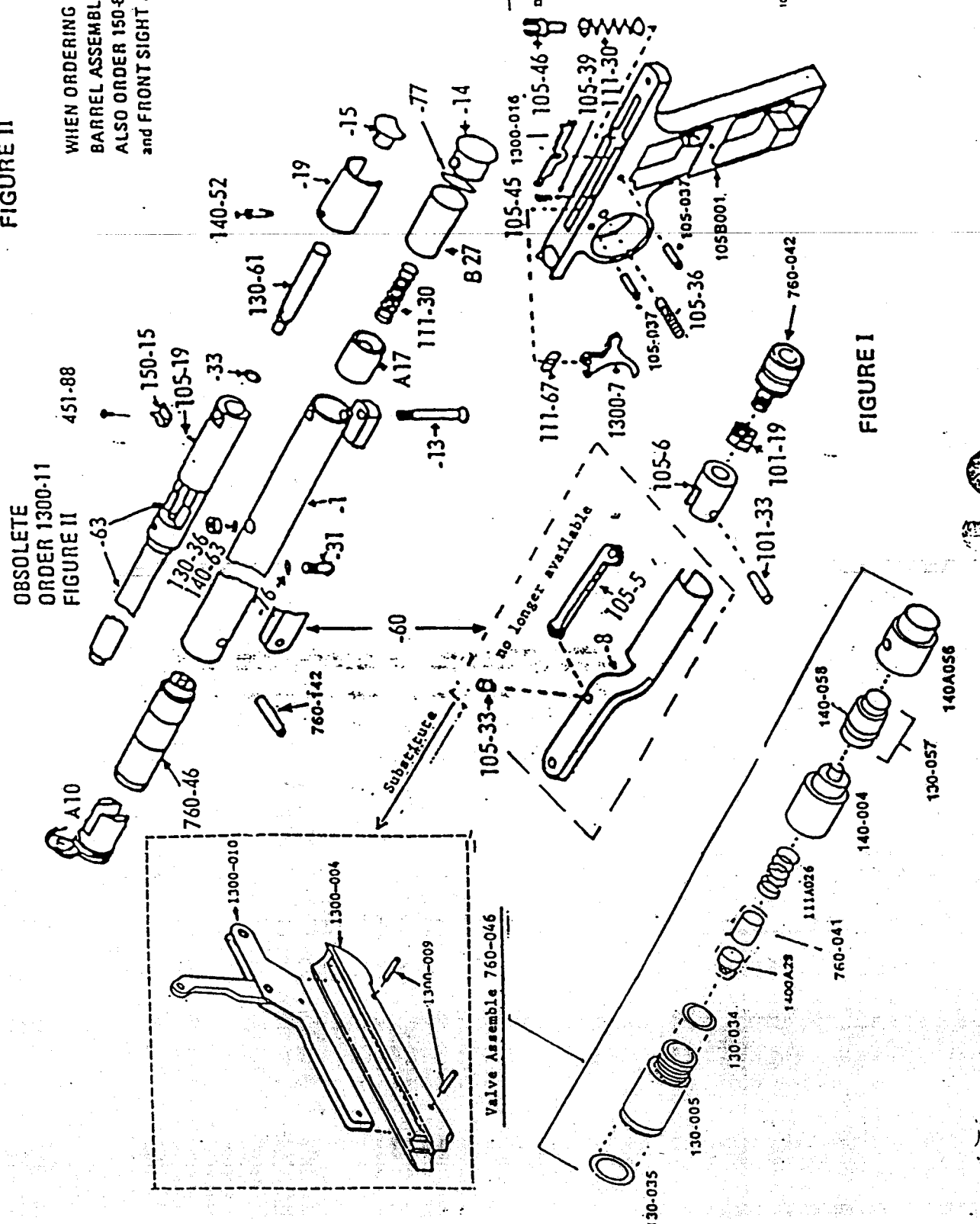
CROSMAN AIRGUNS
Rt. 5&20 East Bloomfield, N.Y. 14443

FIGURE II



WHEN ORDERING

BARREL ASSEMBLY-1300-11,
ALSO ORDER 150-80 REAR SIGHT ASSEMBLY
and FRONT SIGHT ASSEMBLY- 130A010



Crosman 130



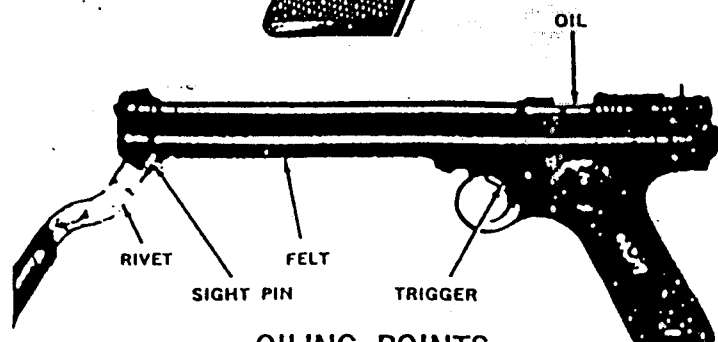
SPECIFICATIONS

Mechanism: Single shot, slide breech cover
 Caliber: .22 Crosman Super Pell
 (.177 Crosman Super Pell—Model 137)
 Weight: 12 lbs.
 O.A. slant line length: 11 3/4 inches
 Sight: Fixed front, square notched rear sight
 Barrel: 7 3/4 inch
 Power: Pneumatic pump action
 Range: Controlled range dependent on
 number of pumps
 Capacity: Single shot



MODEL 130

Self Cocking Single Shot
 Pneumatic Pellgun® Pistol
 Operating Instructions

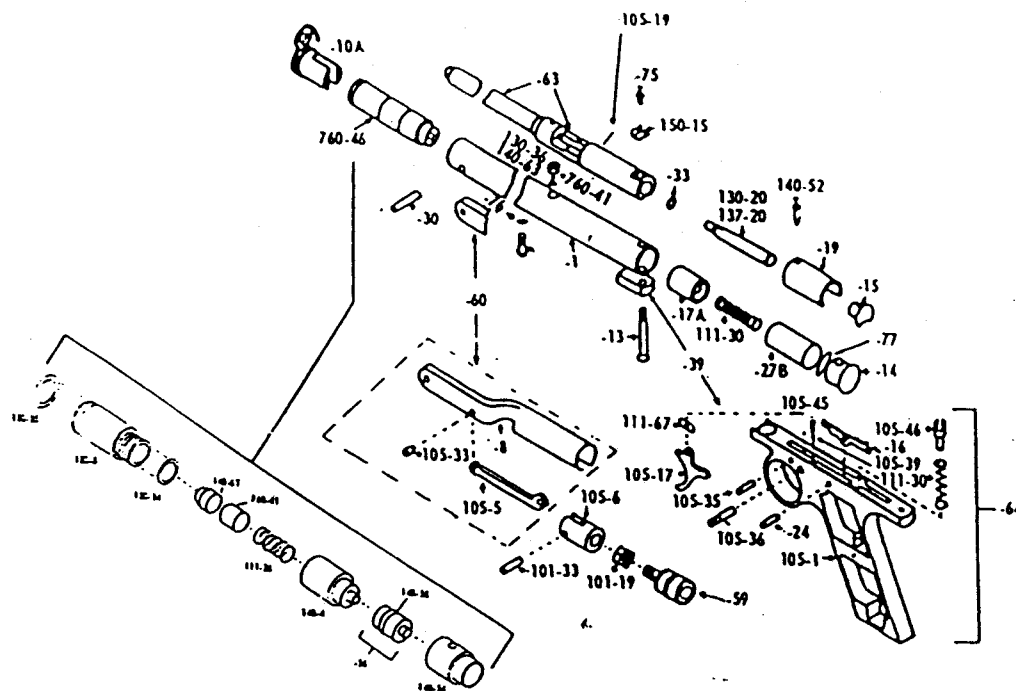


OILING POINTS

Read all instructions carefully before operating your

Always Follow These Simple Safety Rules:

1. Treat every gun as if it is a loaded gun.
2. Always keep muzzle of gun pointed in a safe direction.
3. Don't point at anything you don't intend to shoot.
4. Check safety before loading.
5. Be sure of your target and your backstop.
6. Conduct yourself as a true sportsman in using your



TO LOAD AND SHOOT PISTOL:

Turn Breech Cover to left and draw back to open breech. Put safety bar on safe by pushing to right. Pump to desired pressure (6 strokes for 25 ft. target range). Place pell (nose forward) in Breech Loading Recess. Advance Breech Cover and turn to right for locking.

NOTE: If the self-cocking mechanism fails to function, the pistol can be recocked manually by pushing valve closed with a 7 penny nail thru hole in tube plug.

Select target, push safety to left for "Fire" position, red band visible, aim and shoot.

TO UNLOAD PELL FROM BARREL:

Put safety bar on "safe" by pushing to right. Turn Breech Cover to left and draw back to open breech. Insert $\frac{1}{2}$ " ramrod in muzzle end of Barrel and push pellet out into loading channel. DO NOT ATTEMPT to shoot a lodged pell out with another pell.

TO ADJUST REAR SIGHT:

Windage: Loosen rear sight screw counter-clockwise. This will free rear sight, allowing it to be moved right or left until proper sight adjustment has been reached. Retighten rear sight screw.

Elevation: Pre-set at factory. Additional elevation can be obtained by loosening the screw and placing a shim

CARE OF PELLGUN[®] PISTOL

The Model 130 Series Crosman Pneumatic Pelgun Pistol is a precision built gun of the most modern design and construction. Materials have been carefully selected for quality and long life. Before it is released for shipment, it has passed numerous rigid inspections and has been test fired for performance. Treat it with the same fine care that you give your other valued possessions and it will give you many hours of carefree pleasure and enjoyment.

Keep your pistol clean at all times to prevent foreign matter from entering the pump and valve action. When storing it, release all air pressure. Wipe off blued steel parts with an oily rag to prevent rust and preserve the finish.

Never use steel darts or other hard missiles. Use only Crosman Super Pells for accuracy and long barrel life. The design and materials used in other brands can cause feeding failure and plugged barrels. It is not necessary to clean the barrel, but an occasional light oiling is recommended to prevent rusting of the bore.



LUBRICATION:

IMPORTANT: Proper oiling of Pellguns will eliminate most sealing failures. USE SPARINGLY. Excessive oiling is harmful to gun actions. Three or four drops is sufficient for each seal or oiling point. Apply every 250 shots or when parts appear dry.

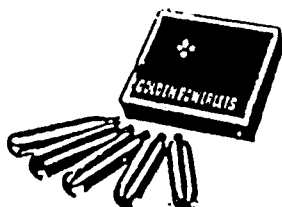
Never use penetrating or detergent type oils, as they may be harmful to valve washers and seals. USE SPECIAL CROSMAN PELLGUNOIL® FOR BEST RESULTS.

To lubricate the cocking mechanism, remove one grip plate and oil through sear spring hole. To lubricate the pump mechanism, open pump lever to extreme forward position and apply oil to the exposed pump cup and felt in pump tube.

REPAIR SERVICE:

Postal Regulations prohibit the mailing of pistols by an individual. Refer to the attached list of Crosman Authorized Service Stations for service, including warranty repair work or see your dealer where purchased.

For best shooting results, always use Crosman Super Pells, Super BB's, Golden Powerlets.



CROSMAN CO₂ GAS POWERLETS
Model 231/5 — Giant 12.5 Gram.
Exclusive for all Crosman Gas Guns.

Exclusive Patented Cap Seal • Pierces clean — no chips • Copper finish — no rust. No cylinder leakage—money back guarantee.

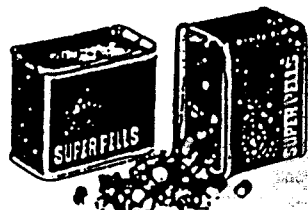
CROSMAN SUPER PELLs®

Best for any pellet gun; precision swaged of 100% soft, virgin lead.
No shattering, minimum ricochet.
Flat head and hollow skirt flatten on impact for greater safety.
Specially designed skirt fits Tru-Flyte button-ripped barrel for top accuracy.
Factory sealed in self-dispenser boxes of 250.

\$1.95 Sugg. Retail, .177 Cal.

\$1.15 Sugg. Retail, .22 Cal.

Also in 500 containers.



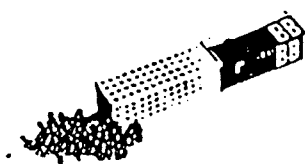
CROSMAN SUPER BB's IN TWO PACKAGE SIZES

Best for all BB Guns

Perfect-round, copper-clad steel shot.
Top accuracy.
Trouble-free shooting.
New—Handy Pack.
Features Spill Proof Dispenser.

25c GIANT PACK

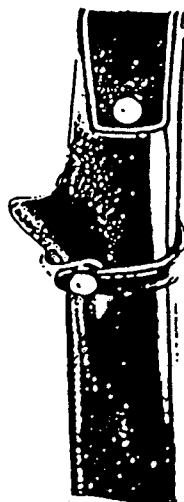
6.3 oz.
Model 225



Just lift tab to open
Tuck in to close

"Hip-Mates"

Left-R-Right Holsters...



Crosman is first with a complete line of holsters, featuring our new Left-R-Right design that reverses for use on either hip, for straight or cross-draw action. These exclusive Crosman "Hip-Mates" are made of genuine top grade cowhide with permanent high polish and beautiful workmanship.

Model H130/160 Holster for Crosman 130 and 160 Pistols.

IMPORTANT: Read Warranty and fill out Guarantee Certificate below at time of purchase.

Warranty

Crosman Arms Co., Inc. guarantees this product for (90) days from date of purchase against defective material and workmanship, providing that the gun has not been subject to abuse or misuse. Warranty is void if gun has been disassembled, abused or misused.

TO QUALIFY FOR WARRANTY SERVICE
(WITHIN THE 90 DAY PERIOD),
THIS CERTIFICATE MUST BE FORWARDED WITH
THE GUN TO THE WARRANTY STATION.
DO NOT RETURN THIS GUN TO FACTORY
WITHOUT WRITTEN PERMISSION

GUARANTEE CERTIFICATE			
IMPORTANT			
Keep this certificate. Cut out and take to Crosman Authorized Service Station to qualify for warranty service.			
Customer's Name			
Street			
Town	State	Model	
Dealer's Name	Date Purchased		

Crosman 130



- Air-powered, high compression pump gun
- .22 cal. button rifled steel barrel
- Positive safety
- Selective power determined by number of pump strokes
- Only 3 to 5 pump strokes for most shooting
- Self cocking

CROSMAN "TARGLITE"®

MODEL 209. Crosman's popular Remote Control Targlite® is a lighted target. Vivid backlighting spots hits from line of fire. Remote control pulley and cord sends paper targets to and from Targlite® in seconds; no one has to cross firing line. Rugged sheet steel traps all pellet ammo. Portable. Convenient. Ideal for indoor Pelgun ranges in schools, Scout rooms, garages, factory recreation rooms, homes. (Paper target inserts; 600 to pack per prices listed above.) Suggested U.S. Retail Price: \$19.95.



Another Airgun Blog

A blog about tinkering with airguns

THURSDAY, FEBRUARY 12, 2009

Disassembling a Crosman Model 130 Pistol, Part 1

I wasn't planning on working on the 130 but several people expressed an interest in seeing how to disassemble the older variant so I figured, "why not?" It can always use some new o-rings and a little TLC.



My Crosman Model 130 pistol.



Grips removed.

Search This Blog

 Search

Contributors

[Felice Luftschein](#)

[Nick Carter](#)

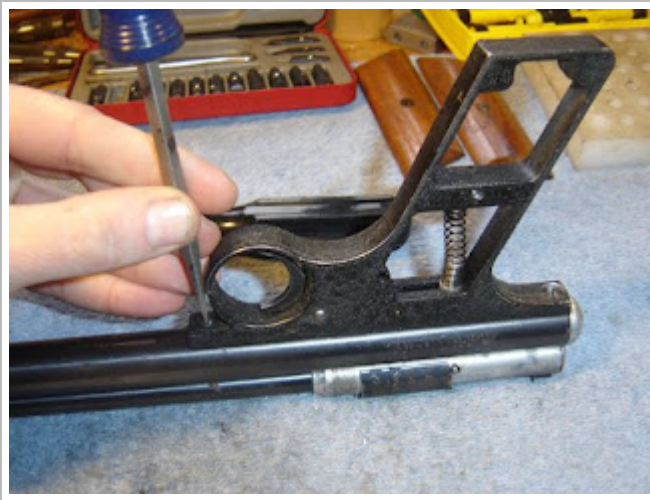
[derrick38](#)

Morgan Adjustable Recoil Pads



[Morgan Adjustable Recoil Pads for sale here to support our blog.](#)

[Buy Our Jewelry \(so Felice will let me buy more airguns\).](#)



Unscrewing the grip frame.



You think this will work...



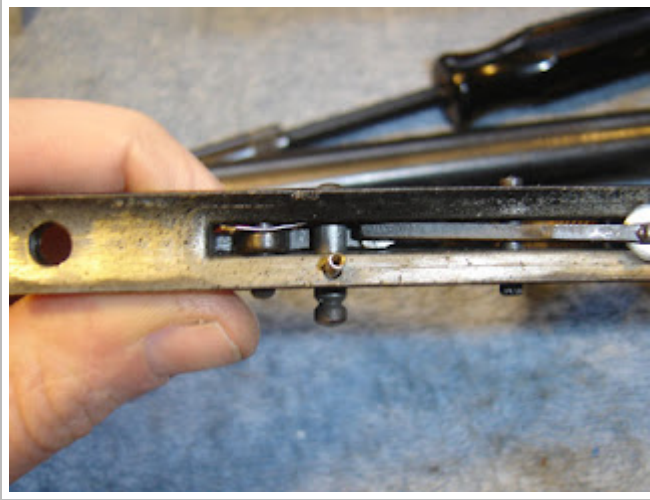
But first you have to remove the rear sight as it screws into the rear grip frame screw.



Etsy
nicholasandfelice

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 - ▶ [10/18 - 10/25](#) (3)
 - ▶ [10/11 - 10/18](#) (3)



Don't lose the safety spring and ball!



The (not original) sight screw, screwed into the rear grip frame screw.



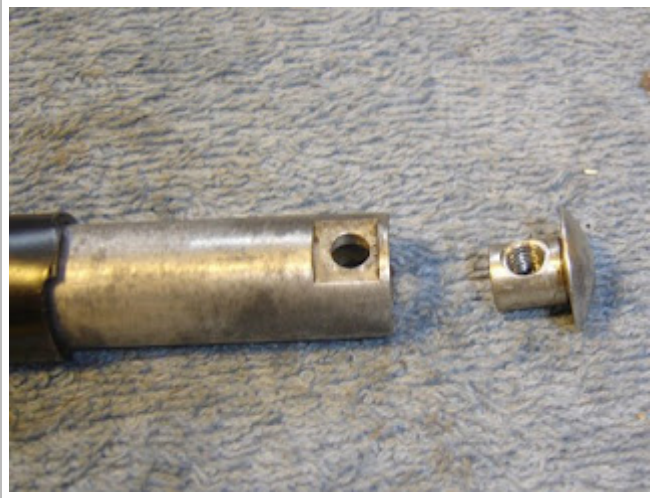
The screws removed, the barrel slips out of the barrel band.

- ▶ 10/04 - 10/11 (3)
- ▶ 09/27 - 10/04 (4)
- ▶ 09/20 - 09/27 (3)
- ▶ 09/13 - 09/20 (2)
- ▶ 09/06 - 09/13 (1)
- ▶ 08/30 - 09/06 (4)
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- ▶ 05/24 - 05/31 (5)
- ▶ 05/17 - 05/24 (4)
- ▶ 05/10 - 05/17 (4)
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- ▶ 02/22 - 03/01 (4)
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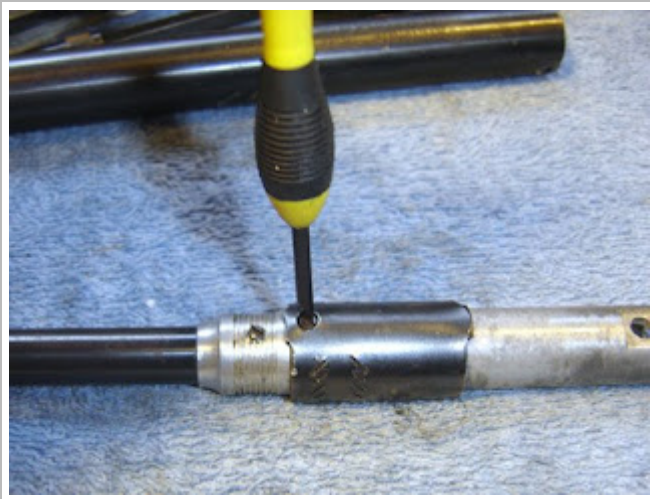
[Derrick's Vintage Crosman Grip
Frame Information](#)

[Reassembly of the Crosman
Model 130 Pistol](#)

[Disassembling a Crosman Model
130 Pistol Part 2](#)



The rear breech plug slips out.



Unscrewing the bolt cover screw.



All the parts removed.

[Disassembling a Crosman Model 130 Pistol, Part 1](#)

[Resealing the Smith and Wesson Model 79G, Addendum](#)

[Resealing the Smith and Wesson Model 79G, Part 2](#)

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[BAM](#) (21)

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[Barrel Sleeve](#) (6)

[Beeman](#) (7)

[Beeman Laser](#) (1)

[Beeman P17](#) (5)

[Beeman Pell Size](#) (2)

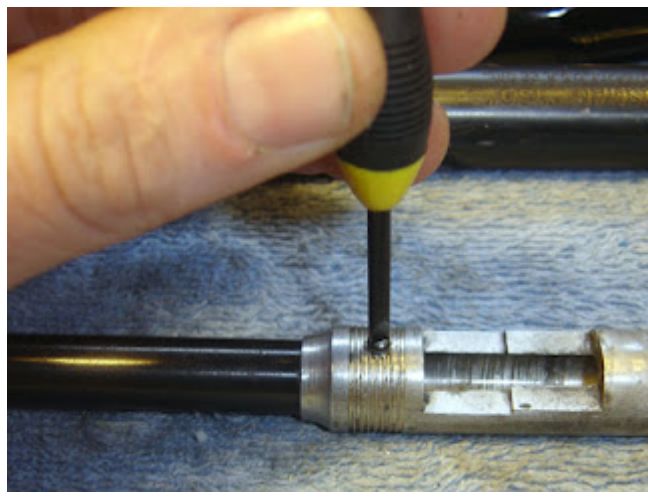
[Beeman R1](#) (4)

[Belgian](#) (3)

[Beman R1 Laser](#) (1)

[benjamin](#) (32)

[Benjamin 132](#) (5)



Unscrewing the barrel set screw.



Again it just slips out.



Punching out the pump roll pin.

[benjamin 3030](#) (6)

[benjamin 310](#) (3)

[benjamin 312](#) (3)

[benjamin 317](#) (7)

[Benjamin Marauder](#) (4)

[Benjamin Sterling HR-81](#) (10)

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[crosmann 150](#) (6)

[Crosmann 160](#) (8)

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[crosmann 167](#) (4)



Then the parts are slid out.

Posted by [Nick Carter](#) at [11:30 AM](#)

[ThisisItterookrest](#)

Labels: [crosmán](#), [crosmán 130](#)

9 comments:



Anonymous said...

there appears to b a pressfit piece between the pump & release pistons on my 130. both sides were covered in gasket mat.& permatex. i dont want press it out if not req. any info would b great thanx, jeff

[March 18, 2009 at 4:39 PM](#)



[Felice Luftschein](#) said...

Never heard of anything like that, but there were many different versions of the 130, and you never know what repair work was done either. Try asking on the Crosman forum and post pics if you can, maybe someone there knows.

Nick

[March 18, 2009 at 4:44 PM](#)

Anonymous said...

I have this same airgun, but mine does not have a cocking knob. What is its purpose? why does mine not have one?

[June 10, 2009 at 2:02 PM](#)



[Felice Luftschein](#) said...

I'm not sure why they did away with it, it allows you to cock it before pumping I guess? Not sure.

[June 10, 2009 at 2:28 PM](#)

[crosmán 180](#) (14)

[crosmán 2100](#) (4)

[crosmán 2240](#) (25)

[Crosmán 2250](#) (9)

[crosmán 2260](#) (3)

[crosmán 338](#) (1)

[crosmán 357](#) (5)

[crosmán 38C](#) (4)

[crosmán 38T](#) (11)

[Crosmán 454](#) (3)

[Crosmán 500](#) (4)

[Crosmán 600](#) (13)

[Crosmán 622](#) (4)

[crosmán 66](#) (2)

[crosmán 707](#) (4)

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[Daisy 717](#) (13)

[Daisy 747](#) (13)

[Daisy 790](#) (3)

[Daisy 881](#) (3)

[Daisy Model 188](#) (2)

[Derrick](#) (371)

[diana](#) (44)

[diana 10](#) (14)

[Diana 65](#) (1)

Anonymous said...

Wow!

February 29, 2012 at 7:28 PM

Unknown said...

My barrel don't appear to come apart from the chamber/loading port. Wat can I make use to make new compression piston?

February 15, 2019 at 9:55 PM

Jim Sharp said...

Should have been a video

November 18, 2020 at 2:23 PM

Papa Rude said...

Could you show the safety and it's actions.... I just got one of these and it's missing, so I need to see fiction, breakdown and attachment, so I might fabricate one.

The Crosman breakdown shows the second variant and not the first.

February 15, 2021 at 3:20 PM

Unknown said...

COULD ONE TELL IF THE 130 BREECH BOLT IS ONE AND THE SAME FOR THE 140 RIFLE? I NOW HAVE MOST OF THE PARTS EXCEPT FOR THE BREECH BOLT.

there appears to be a brass tee shape support transfer port in the barrel missing also, any idea what can replace it or how one can be made.

2artsantore@charter.net

October 8, 2021 at 4:40 PM

[Post a Comment](#)

[Diana Model 16](#) (2)

[Diana Model 45](#) (13)

[Diana Model 5](#) (11)

[diana model 6M](#) (15)

[Diana Model V](#) (1)

[Diana Modell 5](#) (1)

[EIG](#) (3)

[Fast Deer](#) (3)

[FB Record](#) (4)

[FB Record Model 68](#) (2)

[Feinwerkbau](#) (6)

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[Gamo Center](#) (1)

[Gamo Compact](#) (1)

[Gamo Hunter 220](#) (2)

[Gamo PT-80](#) (6)

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Screw for a Crosman 150 CO2
Pistol](#)

[A Muzzle Brake for My Slavia 631](#)

[My Mechanical Philosopher Blog](#)

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[Pyramyd Air Report Blog](#)

[Airguns of Arizona Blog](#)

[Crosman Airgun Mods](#)

[American Airguns Blog](#)

[Airgun Artisans](#)

[Airpang](#)

[Volvo's North American Airguns
Blog](#)

[ARMERIA EOLICA: A Spanish maste
Airgunsmith's Blog](#)

[Derrick's Uncle's "Life With a Knife
Edge", a great knife blog.](#)

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A blog about tinkering with airguns

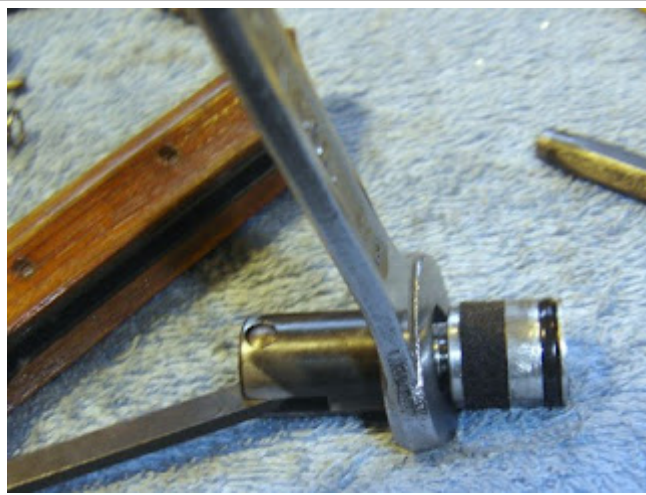
THURSDAY, FEBRUARY 12, 2009

Disassembling a Crosman Model 130 Pistol Part 2

Continuing the disassembly...



The piston head does not seem to be original? I'd love some opinions on that as it should have a pump cup, not an o-ring?



Loosening the lock nut.

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The pump head taken apart.



Some time ago I had replaced the worn transfer tube seal with some poly tube.



The cocking knob. It's scarred up already from being disassembled previously by the first owner.



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I gently gripped it with some ignition pliers and unscrewed it. If it were in better shape I'd have used some copper or aluminum sheet to protect it from the plier jaws. I'm going to refinish the knob.



Once removed.



The knob also locks the stem into the hammer.

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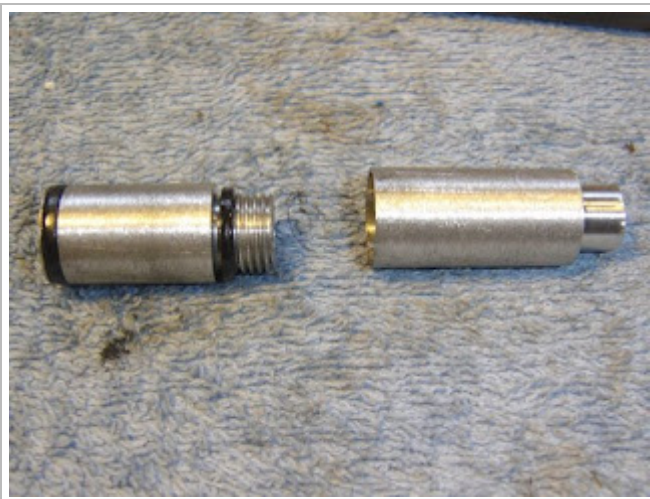
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The valve is pushed out the front of the tube.



Not the same valve as shown in the Crosman drawings, rather than a cap, a pin. That staked washer retains one of two o-rings that seal the pin. I will not be removing that washer.



The body unscrews.

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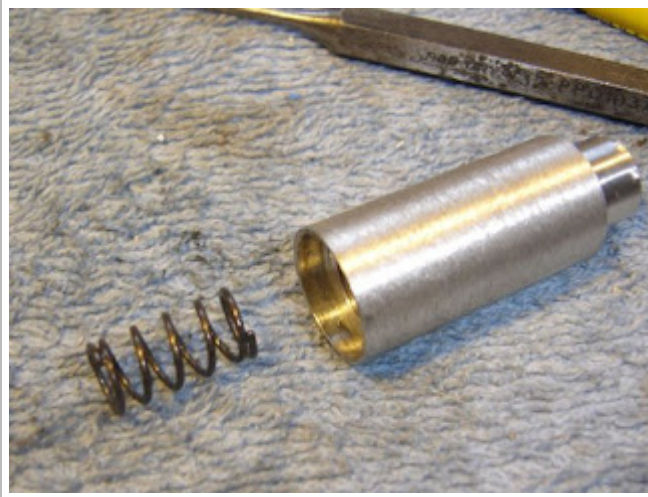
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The intake valve.



Spring.



I pushed (not punched!) the pin out.

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The valve pin.



There was a washer retaining an o-ring inside the valve. Now to clean it up, replace the o-rings and reassemble...

Posted by [Nick Carter](#) at [11:40 AM](#)

[Thishis!tterokrest](#)

Labels: [crosmán](#), [crosmán 130](#)

3 comments:



Anonymous said...

Know its been a while since you posted this-thanks BTW, VERY helpful. To your earlier question: "The piston head does not seem to be original? I'd love some opinions on that as it should have a pump cup, not an o-ring?"

Correct. It is a pump cup. Disassembling my father's 130 from 1954. All original and has a pump cup.

[October 11, 2013 at 7:02 AM](#)

Anonymous said...

Just some helpful resource hints if anyone is looking to work on

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their own Crosman 130s.

It looks like this is a Crosman 130 first variant which has a "knock open" valve and external cocking knob. The diagram for the 130 on the Crosman site is for the second variant which is "self cocking" with a "blow open" valve and no cocking pin or knob.

It also appears that the valve in the first variant 130 is the same valve used in the Crosman 105/106; however, a different hammer and cocking mechanism is used for the Crosman 130.

Finally, the O ring piston appears to be the original piston. However, if the gun was factory serviced, the O ring piston might have been replaced for a cup piston. That might explain why some Crosman 130s have O ring pistons and some have cup pistons.

January 15, 2014 at 12:26 PM

Jumpa said...

I have a crosman130 with the Walnut handles I can't seem to get the valve body out the front is there something holding it I don't want to force it

June 15, 2019 at 11:25 AM

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FRIDAY, FEBRUARY 13, 2009

Reassembly of the Crosman Model 130 Pistol

Reassembly goes in reverse of disassembly for the most part.



I did end up prying off the staked washer on the valve. Probing with a dental pick showed that the o-ring was rock hard and I couldn't fish it out.



The old o-ring did not survive my probing.

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My camera decided to focus on its own interests, I staked between the old stake marks which is ugly but should hold well.



A new o-ring for the other end, then the washer goes on top of it.



Old seals are shiny, new ones dull. The smaller o-ring that goes against the back of the threads looks smaller but the one in there had flattened, making it seem much larger than it was.



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A new o-ring for the inlet valve.



Back together like this.



The bolt got a new o-ring as well. The old one was hard. Notice the cross hole for the "flow through" bolt tip.

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The "flow through" bolt nose needs to be aligned with the transfer port, so you should not see the cross hole when putting the bolt in. The bolt cover and screw are replaced at this point.



The valve slides in from the front.



The threads are aligned with the grip frame hole.

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Then I held it in place with the grip screw.



The transfer port was off slightly.



I used a pin punch to rotate it back into alignment. This is why I used the screw to hold the valve body. I replaced the transfer port seal.

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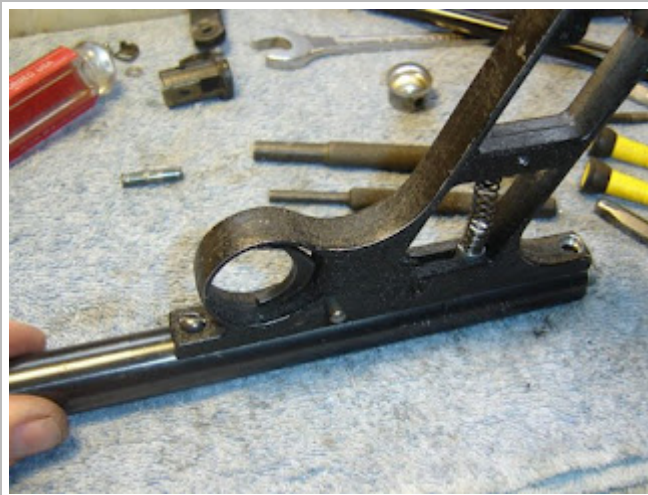
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Hammer and spring go back in, make sure the hammer stem is fully in place and the screw hole is lined up with the cocking knob cut out in the tube.



I think the cocking knob cleaned up well. I took some pictures of the process but they were all blurry. I made a mandrel that has the same screw threads, screwed the knob into the mandrel and then took off about .01" off of the OD and then filed it smooth. Some Scotchbrite to polish and Oxpho blue afterwards.



I lightly screwed the forward grip frame screw to connect the grip frame

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[Daisy 717](#) (13)

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[Diana 65](#) (1)

to the tube. Don't lose the safety spring & ball! I then screwed the breech and barrel, grip frame and rear sight all together.



The piston received a new o-ring. From asking around it seems this is a stock Crosman piston on the early 130's (or all 130's? I don't know.)



With a pin punch in place of the roll pin I determined the amount to adjust the piston so it just barely touched the valve face. Because there is slop here as opposed to with the roll pin it's better to have too much headspace. The barrel band/plug was replaced and the roll pin hammered in. The gun pumps and shoots, but then it did before. I'll have to dig up the old chrony numbers if I can find them and do a comparison. But that's a project for another time.

Posted by [Nick Carter](#) at [3:41 PM](#)

 [Thishis!terookrest](#)

Labels: [crosman](#), [crosman 130](#)

10 comments:



Anonymous said...

I have the same valve in my 130. The reseal kits I see on the web are for different type of valve. Where did you get the o rings from because I need a complete set . This valve is the original one. It was use on the early models.

[Diana Model 16](#) (2)

[Diana Model 45](#) (13)

[Diana Model 5](#) (11)

[diana model 6M](#) (15)

[Diana Model V](#) (1)

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[Gamo](#) (10)

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[Gamo Hunter 220](#) (2)

[Gamo PT-80](#) (6)

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[hy-score](#) (9)

January 18, 2013 at 11:15 AM

Nick Carter said...

Because it's compressed air, any o-ring type should work. Just take the originals to a good hardware store which should have a variety of rings, or get a cheap assortment from Harbor Freight.

January 18, 2013 at 11:19 AM

Skip said...

I have an early - mid 50's 130. It has a cup seal and does not have a spring behind the hammer. Your post encouraged me to reseal this old pistol. There was some corrosion in the tube that I must not have cleaned out sufficiently as I still can't good pressure no matter how many times I pump it. It fires but is very weak. I guess I'll tear it down again and see what I can do. thanks for your article(s).

February 2, 2013 at 4:38 PM

Anonymous said...

I thought i lost the hammer spring because it was not in the box of the gun wear i put all the parts If it dosent have a hammer spring how does it work?I have not put the gun together yet i rebuilt the ex valve was the older type had to re stake washer over.Going to blue the parts. so tell me how does it work? do you have a manual that shows all the parts like this older version i also have a cup type pump seal.Got a new one on line.

December 17, 2013 at 7:02 PM

Anonymous said...

ynplowml have a early 130 has no hammer spring How does it work? resealed the ex valve older type had to restake the washer.it also has a cup type pump valve got one on line.havent put the gun back togeather yet i thought i lost the hammer spring but you said yours did not have one.sounds like its the same version.any way how does it work with out a spring?Do you have a parts sheet showing all the parts in a row?Hope to here from you soon.will check back later

December 17, 2013 at 7:14 PM

Felice Luftschein said...

<http://www.crosman.com/pdf/manuals/crosman/130/C130-EVP.pdf>

It's a blowoff valve - so the sear holds the cap on the valve, when

[IJ-22](#) (3)

[IZH](#) (28)

[IZH 46](#) (1)

[IZH 53M](#) (4)

[IZH 61](#) (25)

[IZh-22](#) (3)

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[Junior](#) (3)

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[R1](#) (9)

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[Remington Summit](#) (1)

you pull the trigger the cap comes off due to the air pressure. There can be a spring for autorecocking, but I don't know if all models have that.

December 17, 2013 at 8:48 PM

Unknown said...

I'm having a hard time deciding if the model of Crosman 130 I have requires the 130-036 transfer port such as <https://www.amazon.com/Crosman-Transfer-Port-Kit-1322A026/dp/B00GBEYH08>

I see a 130-036 listed on a Crosman 130 diagram but the parts aren't always 100% depending on the model. I believe I have a 1953 Crosman 130 as it came with the wood grips.

I rebuilt all of the seals and it works but has very poor pressure. It feels like there is air escaping at the transfer port site. Places that list the 130-036 do not mention the Crosman 130 as a compatible device. I'm also going to ask the sellers if they can confirm as well but I found this blog and hoped you could answer from experience with the rebuild. Thanks!

June 22, 2016 at 6:16 PM

Felice Luftschein said...

Just make a transfer port seal from some 1/4" tubing.
Nick

June 23, 2016 at 10:11 AM

Burt Maggio said...

Thank you Great info just what was looking for .. burt

January 8, 2019 at 10:14 AM

Bob Keister said...

What is the size of the rear spring (diameter and length are wire gauge if known)? In the pistol I have it is missing. It is the early model 130 with wood grips and the manual cocking pin - not sure of the actual name.

Bob

March 8, 2021 at 3:50 PM

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